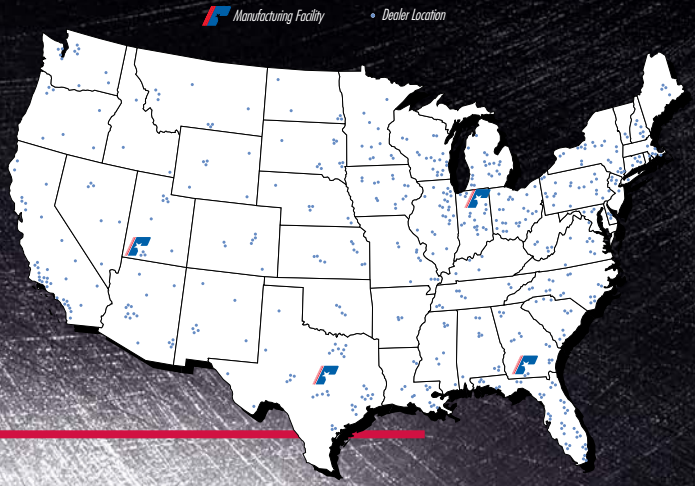
NATIONAL PARTS & SERVICE HOTLINE: **1-800-247-5767**

WEB SITE: **www.paceamerican.com**



Pace AMERICAN®

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Pace AMERICAN®

TRAILER USER'S GUIDE

USER'S GUIDE CONTENTS

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CUSTOMER SERVICE HOTLINE
1-800-247-5767

Shadow
SILVERARROW
PURSUIT BY PACE AMERICAN
RALLYE BY PACE AMERICAN
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CARGOSPORT BY PACE AMERICAN
Journey BY PACE AMERICAN
Aero sport BY PACE AMERICAN
Explorer BY PACE AMERICAN
LEGACY BY PACE AMERICAN
summit BY PACE AMERICAN
MIDWAY BY PACE AMERICAN

THANK YOU FOR CHOOSING A PACE AMERICAN TRAILER

You have chosen a quality trailer from America's most popular trailer manufacturer—Pace American. Even though Pace American trailers are built for the long haul, proper and routine maintenance will assure even more years of hassle-free operation.

PACE AMERICAN 3 THREE-YEAR LIMITED WARRANTY
HONEST • FAST • FAIR

Pace recommends you consider the inspection and service guidelines outlined in this easy-to-understand manual. Following these simple instructions will help maintain proper operation of electrical systems, wheels, bearings, hitches, and other important function devices on your trailer. Should you have a problem, a Pace representative will review your warranty and take action to correct the problem immediately. Your complete satisfaction has and will always be our first objective at Pace. Please keep this manual in your trailer or tow vehicle and review the safety checklists before you set out on the road.

For factory-installed options and accessories such as air conditioning units, awnings, heaters, winches, TVs and sound systems, refrigerators and other such items, consult the separate manufacturer's owner's manual you received with your trailer. And should there be a problem in workmanship or material, a service hotline is always open.

Again, thank you for choosing a quality Pace American trailer!

GENERAL MAINTENANCE

BREAKAWAY SYSTEM

DOT regulations require that a trailer's battery keep or hold the trailer from rolling forward for 15-minutes after stopping. Check the battery on a regular basis for adequate output and charge if necessary. The proper hookup for cable is to loop it around something permanent on the tow vehicle but not the ball hitch insert or hitch. If there is a failure of any of these items, the plug pulls out of the switch and activates brakes. The plug must be pushed in completely so the brakes are not dragging. This will drain the battery if the pin remains pulled out.

THE BATTERY SUPPLIED WITH THIS KIT IS RECHARGEABLE AND MUST BE MAINTAINED.

⚠ CAUTION

- CHECK CONDITION OF BATTERY AND CHARGE PRIOR TO TRIP.
- CHARGE BATTERY PER ENCLOSED INSTRUCTIONS.
- DO NOT EXCEED 1.2 AMPS MAX. CHARGE.

INLINE CHARGER IS AVAILABLE THROUGH PACE AMERICAN

ROOF VENTS

Roof vents on all Pace American trailers are designed to allow light into the trailer during the daytime along with fresh air. Also warm air will escape when the vent is open. However, your roof vent is not designed to be open when traveling. Make sure that all vents are **closed** prior to towing over the road.

ROOF MAINTENANCE

Inspect the roof coating once a year. Check for shrinking or cracked sealant that will lead to roof leak. Pace uses high quality self leveling caulk which is available through Pace or local RV dealers. Do not allow excessive snow build-up on the roof. Brush snow off of roof after a heavy snow. The excessive weight may damage trailer voiding warranty. Do not walk on trailer's roof unless you ordered a trailer with extra support for that purpose.

EXTERIOR SKIN MAINTENANCE

Clean exterior aluminum streaks with Black Streak Remover. Wash exterior often with a soft brush and a quality RV or Trailer Wash and Wax solution.

⚠ CAUTION

- ALL FLOOR AND RAMP SURFACES ARE SLIPPERY WHEN COVERED WITH ICE, SNOW OR WET.
- TO PREVENT WARPING AND ROTTING OF FLOORING, REMOVE STANDING SNOW AND WATER AFTER EACH USE.
- FOR BEST MAINTENANCE OF EXTERNAL FINISH, WASH ROAD SALT OFF TRAILER AFTER EACH USE.

FLOOR TREATMENT

To promote longevity and ease of clean-up on your plywood floor we suggest painting it with a good quality oil-based porch and deck enamel. This will seal the floor and make oil clean-up and sweeping-out much easier. When parking trailer housing recently used snowmobiles, tilt the trailer and open doors to allow melted snow to run out. This will allow floor to dry.

GENERAL MAINTENANCE (continued)

FRAME MAINTENANCE

Cargo trailers take the worst kind of abuse on the underneath, frame side. Anything thrown up by the tow vehicle will chip away at the frame coating. It is suggested that inspections are made periodically and any bare spots be touched up with undercoating.

WHITE AND CHROME WHEEL MAINTENANCE

Your new wheels do require care to maintain their factory appearance. We strongly suggest you take a few reasonable steps to protect your investment. Typical road soils trap moisture which can cause corrosion over a period of time. Brake dust is also corrosive and can cause pitting of the wheels finish. These soils must be removed regularly, possibly weekly, depending on your driving habits. After cleaning, always apply a coat of soft non-abrasive cream wax to help prevent surface corrosion. Surface corrosion or rust can be prevented with proper care and is not covered under warranty.

ALUMINUM RIM MAINTENANCE

Your wheels' finish should be treated as you would treat the finish of your car. The aluminum rims are clearcoated to preserve the finish and ease the cleaning. Most household cleaning agents are too harsh for the finish on your wheels and must be avoided. Do not use any cleaning agent with a lye or acid base. The only factory-approved wheel cleaner is: Aluminum Wash and Brightener, Wheel Care Symbol F, by Eagle One. Always follow the manufacturer's recommendations on the bottle for safe and effective cleaning.

TIRES, RIMS AND LUGNUTS

This trailer is equipped with quality tubeless tires. The recommended air pressure is found on the tire sidewall. Always replace tires with the same designated type and size.

⚠ CAUTION

- ON THE FIRST TRIP, TIGHTEN WHEEL LUGS AT START AND AT 10 MILES, 25 MILES AND AGAIN AT 50 MILES.
- THEREAFTER, CHECK WHEEL LUGS BEFORE EACH TRIP.
- FOLLOWING WINTER STORAGE, CHECK BEFORE BEGINNING A TRIP.
- FOLLOWING EXCESSIVE BRAKING, INSPECT WHEEL LUGS.

It is extremely important to apply and maintain proper wheel mounting torque on your trailer axle. Torque is a measure of the amount of tightening applied to a fastener (nut or bolt) and is expressed as length x force. For example, a force of 90 pounds applied at the end of wrench one foot long will yield 90

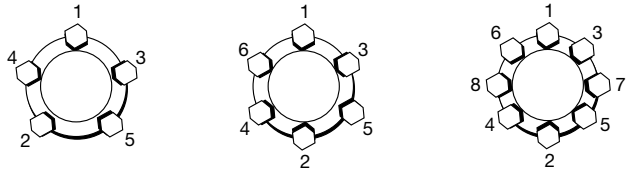
GENERAL MAINTENANCE (continued)

lbs.-ft. of torque. Torque wrenches are the best method to assure the proper amount of torque is being applied to a fastener.

NOTE: Wheel nut or bolts must be applied and maintained at the proper torque levels to prevent loose wheels, broken studs, and possible dangerous separation of wheels from your axle.

Be sure to always use only the fasteners matched to the cone angle of your wheel (usually 60° or 90°). The proper procedure for attaching your wheels is:

1. Start all bolts or nuts by hand to prevent cross threading.
2. Tighten bolts or nuts in the following sequence.



5 BOLT **6 BOLT** **8 BOLT**

3. The tightening of the fasteners should be done in stages. Following the recommended sequence, tighten fasteners per wheel torque chart below.

4. Wheel nuts/bolts should be torqued before first road use and after each wheel removal. Check and re-torque after the first 10 miles, 25 miles, and again at 50 miles. Check periodically thereafter.

TORQUE STAGES

1st Stage	2nd Stage	3rd Stage
20/25 ft. lbs.	55/80 ft. lbs.	Full Torque

WHEEL TORQUE REQUIREMENTS

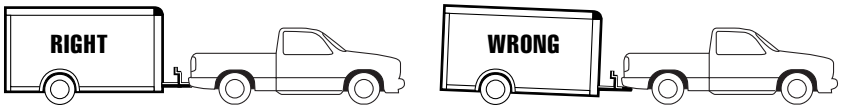
AXLE SIZE	WHEEL SIZE	STUD SIZE	STEEL WHEEL TORQUE	ALUMINUM WHEEL TORQUE
2000#	13"	1/2”	50#-75#	N/A
3500#	15"	1/2”	90#-120#	90#-120#
5200#	15"	1/2”	90#-120#	90#-120#
6000#	16"	9/16”	90#-120#	90#-120#
7200#	16"	9/16”	90#-120#	90#-120#
8000#	12"-16.5"	5/8”	90#-120#	N/A
8000#	17.5"	5/8”	275#-325#	N/A

GENERAL MAINTENANCE (continued)

Warranties on axles and trailer will not apply to damage or injuries caused by loose or improperly tightened lug nuts or broken studs. Inspect wheel stud holes for roundness. If oblong, this is a sure sign that the unit has been run with improperly tightened lugnuts. In these instances, the rim must be replaced.

DOORS, BARLOCKS AND RAMP HINGES

Door holdbacks are designed to hold doors open when on uneven ground. They are not designed to hold doors open under windy conditions. Lubricate all door and ramp hinges every 3 months with a SAE 30 weight engine oil. WD-40 and similar lubricants will free hinges, however, they will also lose all lubricating qualities within a short period of time. Use a conventional grease gun tip to apply grease at ramp hinges.



Parallel with ground and tow vehicle *Trailer not level, adjust hitch*

HITCH HEIGHT

You must adjust the hitch ball height to position tag trailers in a level condition. This loads the axles equally and gives a desirable tongue weight. Under these conditions your trailer should ride properly and not sway back and forth.

⚠CAUTION
CHECK COUPLER SIZE PRIOR TO HOOKUP

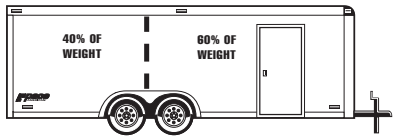
COUPLER OPERATION

Check the coupler or Kingpin for fatigue, damage, cracks or missing parts before towing. Test the lock mechanism for complete and correct latching so the trailer will not come unhooked. For ball type couplers, make sure the coupler and ball size match. If you are using a bumper hitch type coupler, it is recommended to put a bolt or similar device through the latch mechanism when hooking to the tow vehicle for safety. It is advised that mini fifth wheel hitches should have a wheel diameter that is close to the width of Pace American’s Pinbox. A smaller wheel diameter does not get adequate vertical support from the Pinbox and pushes the bottom plate upward.

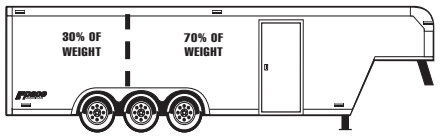
GENERAL MAINTENANCE (continued)

LOADING TRAILER

You should load 60% of your cargo's weight in the front of the trailer. This will put approximately 10% of the loaded trailer weight on the hitch. If there is insufficient hitch weight the trailer will not tow properly. It could be unstable, difficult to control, and make towing unsafe. Proper weight distribution is imperative and diagramed below. Always secure trailer to tow vehicle when loading or unloading, especially from the rear of trailer.



For a gooseneck type trailer you should load 70% of your cargo's weight in the front of the trailer as depicted below This will put approximately 10% of the loaded trailer weight on the hitch. If there is insufficient or too much hitch weight, the trailer will not tow properly.



JUDGING TONGUE WEIGHT

The desired hitch weight is 10% of the total loaded trailer weight. If scales are not readily available, you may estimate your total loaded hitch weight by comparing a known weight to the hitch weight. The proper way, however, to accurately measure tongue weight is by taking your loaded trailer to a local scale, such as those found at gravel companies or highway weigh station scales. Weigh the trailer and then the tongue separately and the tongue should be 10% of total loaded trailer weight. 10% tongue weight is necessary for safe towing and handling of trailer. To obtain the correct tongue weight, the trailer must be setting level to the ground.

⚠ CAUTION

YOU MUST HOOK TRAILER TO TOW VEHICLE WHEN LOADING, ESPECIALLY WHEN LOADING TRAILER FROM THE REAR.

SECURE THE LOAD

Motorcycles, cars and cargo should be secured in your trailer. Pace American offers various solutions and items such as wheel chocks, E-track and a variety of tie-down rings installed wherever you wish inside the trailer. Your trailer must be hooked to the tow vehicle when loading or unloading a car or heavy item from the rear. Inspect E-track and tie-downs regularly for cracks or damage that may weaken them or cause them to fail.

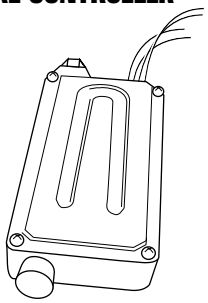
HITCH SELECTION CHART

TOW VEHICLES \ TRAILERS	Class I 2,000 lbs. (GTW) 200 lbs. (TW)	Class II 3,500 lbs. (GTW) 300 lbs. (TW)	Class IV 5,000–10,000 lbs. (GTW) 500–1,000 lbs. (TW)	Class V 10,000–14,000 lbs. (GTW) 1,400 lbs. (TW)
Mid-Size Cars/ Small Pick-ups	Class I Sportframe Sportframe Deluxe	Class II Frame Hitch		
Minivans	Class I Sportframe	Class II Frame Hitch		
Full-Size Cars, Pick-ups Vans, Utility Vehicles	Class I Sportframe	Class II Frame Hitch	Class IV Weight-Distributing Hitch	Class IV Weight-Distributing Hitch

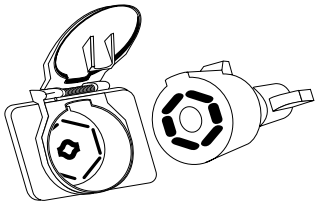
Always refer to your car or truck manufacturer's owner's manual for additional trailer towing information and limitations.

TOW VEHICLE WIRING

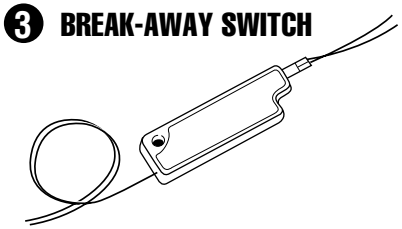
❶ BRAKE CONTROLLER



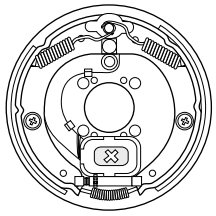
❷ TRAILER CONNECTOR

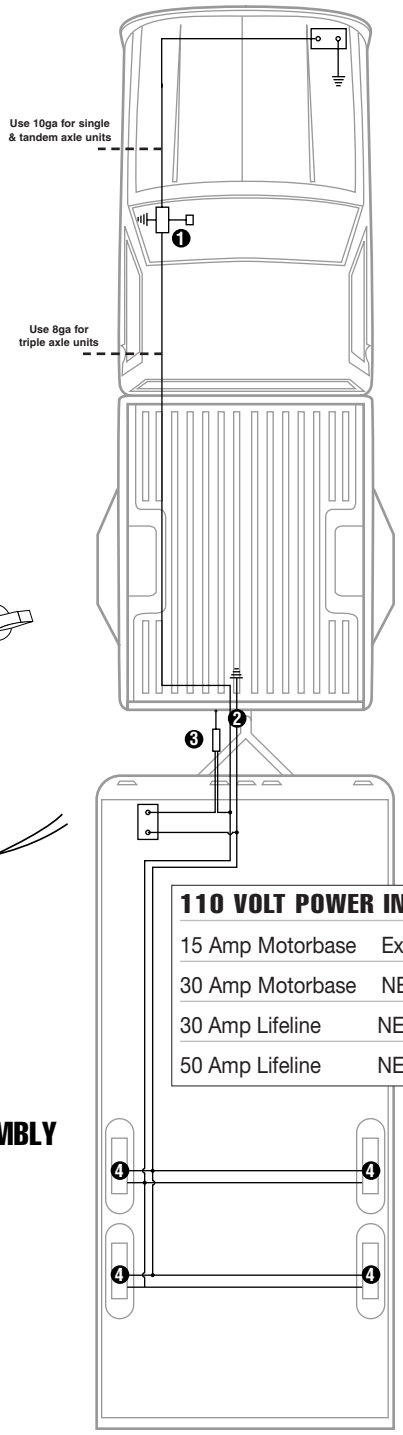


❸ BREAK-AWAY SWITCH



❹ ROADSIDE BRAKE ASSEMBLY



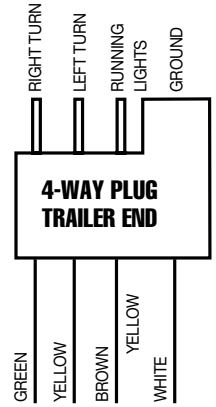


110 VOLT POWER INLET

15 Amp Motorbase	Extension Cord
30 Amp Motorbase	NEMA L 530
30 Amp Lifeline	NEMA 3830 Rcpt.
50 Amp Lifeline	NEMA 3894 Rcpt.

ELECTRICAL AND WIRING

Tow vehicles must have the correct plug at the hitch and be connected to the correct tow vehicle circuits using acceptable practices in wire routing and connections. Pace uses two different types of plugs. Trailers that are not equipped with brakes will have the 4-way flat plug like the wiring code pictured at right.



All other trailers will have the larger 7-way plug which accommodates electric brakes and a separate line for inside lights. The inside lights are wired to the #4 post. The auxiliary center post is used for backup lights or other special order/use wiring.

⚠ CAUTION

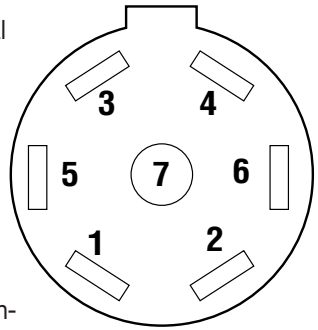
THIS TRAILER IS EQUIPPED WITH 120 VOLT/60 HZ/AC (HOUSE CURRENT) ELECTRICAL POWER. UL APPROVED NON-METALLIC SHEATHED CABLE (IE. ROMEX) HAS BEEN INSTALLED IN THE WALL/ROOF CAVITY OF THE TRAILER. PROCEED WITH CAUTION WHEN ATTACHING EQUIPMENT TO THE TRAILER OR CUTTING INTO THE ROOF OR WALLS OF THE TRAILER.

IF YOU ARE IN DOUBT, CALL PACE CUSTOMER SERVICE AT 1-800-247-5767

It is important to ground the wiring properly. The ground wire should run from the plug and attach to tow vehicle's frame. Hitches, coupler/ball, safety chains and load leveling equalizer bars will NOT provide an adequate continuous ground and may result in electrical system failure. In addition, any hot line or auxiliary line should be run with an in-line fuse.

If an auxiliary battery is added to the trailer, there must be a fuse installed between the battery and the load.

Pace recommends that a separate fused line be run from the tow vehicle's battery, through a 20 Amp in-line fuse, to an aftermarket toggle switch mounted on the dash. This switch should have a 20 Amp capacity. Wiring should be run from the switch to the #3 post for running lights. Newer vehicles' wiring and headlight switches are many times marginal and do not have the capacity to carry the current required for larger trailers with lots of running lights. If your tow vehicle has amber turn signals, see your hitch & wiring specialist for installation of a relay or "splitter" to operate your trailer turn signals and brake lights. The hot line should have a 15 Amp in-line fuse installed between battery & tow vehicle plug.



TOW VEHICLE RECEPT.

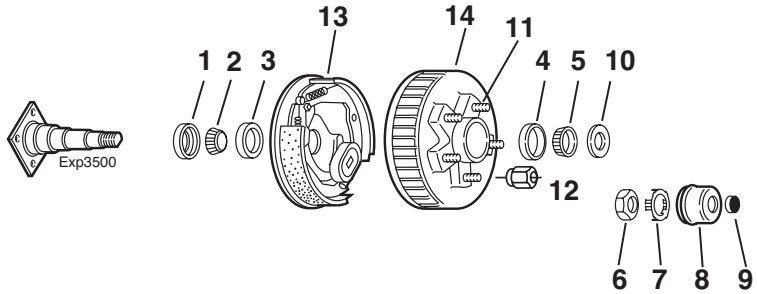
WHITE	1	GROUND
BLUE	2	BRAKES
GREEN	3	RNG LTS
BLACK	4	HOT LINE
RED	5	L/H TURN
BROWN	6	R/H TURN
YELLOW	7	AUXIL.

WHEEL BEARINGS

Trouble-free trailering depends upon proper bearing lubrication, maintenance and inspections. Bearings fail when lubrication fails or when improperly adjusted. In both cases, heat build up occurs. Normal bearing operating temperate is up to 140° and can be touched by hand without burning. Above this temperature, the grease will start to fail and destroy the bearings, drum and/or the spindle. Brakes are designed to operate at up to 600°F. A good practice for both experienced and new trailer owners is to touch each hub within ten miles of starting out when bearings have been repacked and at each stop along the way. (Do not try testing the hub after several miles of continuous hard braking). This will give an advanced warning of pending trouble so corrections can be made prior to failure and breakdown. Remember, inactivity can be more damaging to bearings than every day use. When a trailer is parked, many times the spindle, bearings or hub is warm. As these cool down, a spot of condensation forms which is the start of a rust spot. The longer the trailer sits idle, the deeper this rust spot becomes. When in doubt of the coverage of grease on bearings—inspect and replace those that have rust spots, metal flaking, wear, cage damage or other visual damage.

⚠ CAUTION

INACTIVITY CAN BE MORE DAMAGING TO BEARINGS THAN EVERYDAY USE



1. Grease Seal for E-Z Lube™
2. Inner Bearing Cone
3. Inner Bearing Cup
4. Outer Bearing Cup
5. Outer Bearing Cone
6. Special Jam Nut
7. Spindle Nut Retainer
8. Grease Cap for E-Z Lube™
9. Rubber Plug for E-Z Lube™
10. Spindle Washer
11. 1/2-20 Pressed Wheel Stud
12. Lug Nut
13. LH/RH Electric Brake
14. Hub/Drum

BEARING, RACE & SEAL NUMBERS

Axle Size	2000#	2500#/3500#	5200#	6000#	7200#	8000#
Brake Size	N/A	10 x $2^{1/4}$	12 x 2	12 x 2	12 x $2^{1/2}$	$12^{1/4}$ x $3^{3/8}$
Typical Bolt Pat.	5 on $4^{1/2}$" Bolt Circle	5 on $4^{1/2}$" Bolt Circle	6 on $5^{1/2}$" Bolt Circle	8 on $6^{1/2}$" Bolt Circle	8 on $6^{1/2}$" Bolt Circle	8 on $6^{1/2}$" Bolt Circle
Inner Bearing	L44649	L68149	25580	25580	25580	25580
Inner Race	L44610	L68111	25520	25520	25520	25520
Outer Bearing	L44649	L44649	LM67048	14125A	02475	02475
Outer Race	L44610	L44610	LM67010	14276	02420	02420

GREASE SEALS

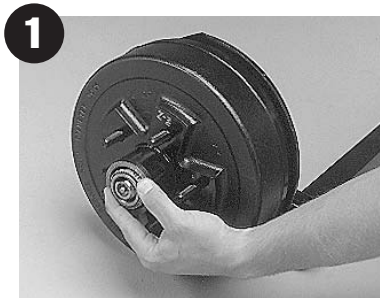
	2000#	2500#/3500#	5200#	6000#	7200#	8000#
National	—	—	—	442109	—	—
NOK	AD2267-EO	AD2548-EO	—	—	—	—
Chicago Rawhide	533409	—	—	—	—	—
Dexter Replacements		010-019	010-036	010-036	010-063	010-063
Magnet Kit	N/A	K71-104	K71-105	K71-105	K71-441	K71-375
Shoe & Lining	N/A	K71-047	K71-048	K71-048	K71-410	K71-049 LH
Electric Brakes		23-26/23-27	23-105/23-106	23-105/23-106	23-105/23-106	23-105/23-106

All Parts are available through Pace American Corporate Pars Dept., Middlebury, IN at 800-247-5767

If you ever have questions regarding maintenance requirements or how to perform a maintenance task, please do not hesitate to contact us at our customer service hotline listed below or on the back of this manual. A Pace representative will be glad to answer your questions. Ask for a Customer Service Representative at:

1-800-247-5767

1



REMOVE HUB ASSEMBLY

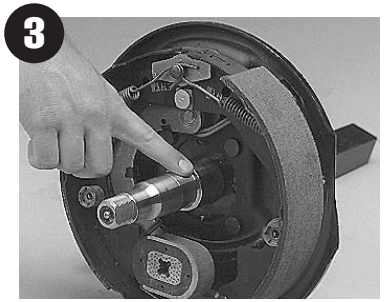
Pry dust cap off with screwdriver. Straighten out tang washer. Remove spindle nut, tang washer and spindle washer. Pull hub toward you to loosen outer bearing. Do not let bearing fall. Pull the hub assembly off spindle. The inner bearing and seal will come with it. Pry out the inner seal and discard. The inner bearing will now come out. Caution- do not remove seal by hitting the inner bearing.

2

INSPECT BEARING RACES (CUPS) AND HUB

Inspect races for pitting, rusting, frosting, scoring, metal flaking and other obvious damage. If damaged, remove with brass bar or mild steel bar. Inspect race seat and remove any burrs or nicks that prevent the race from seating correctly. Replace races and bearings in sets.

3



CLEAN AND INSPECT THE SPINDLE

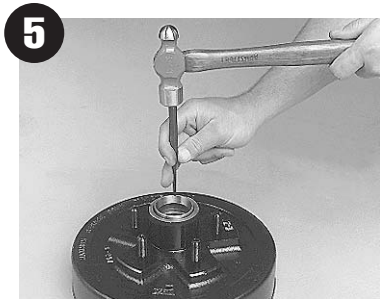
Clean spindle with solvent to remove old grease. Inspect the spindle for nicks, scratches, scoring, damaged threads, or bending. File off nicks or burrs and smooth out with emory cloth. Apply thin film of bearing grease to spindle.

4

CLEAN AND INSPECT BEARINGS (CONES)

Clean bearings with solvent and long bristled brush. Do NOT use air pressure to clean out old grease or to dry. Allow to air dry. Inspect bearings for pitting, rusting, frosting, scoring, metal flaking, cage damage or other obvious damage. Replace all damaged bearings and mating races in sets.

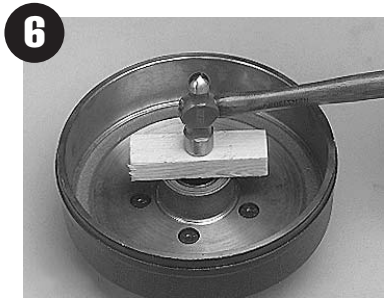
5



INSTALL RACE (CUP)

Using a brass bar or a mild steel bar to drive in new race into hub until solidly seated against hub shoulder. Use caution to not damage race surfaces. Never use a bearing to drive a race.

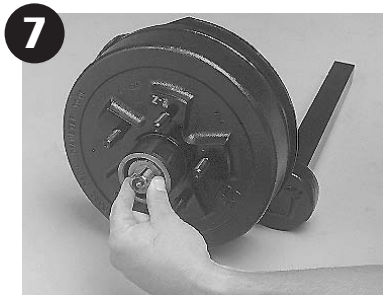
6



INSTALL GREASE SEAL

Install new seals when they leak or when bearings are being visually inspected. Install inner bearing in hub, then the seal. Make sure the seal is installed correct side in. Use soft wood to seat seal in flush with hub.

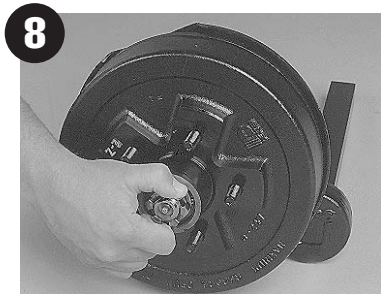
7



INSTALL HUB ASSEMBLY

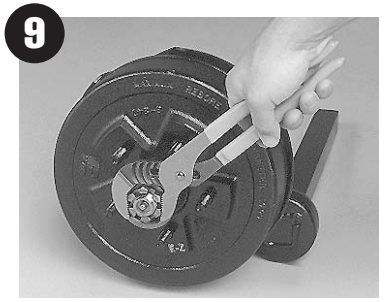
Slide the hub over the spindle with care not to damage the seal or spindle threads.

8



Seat the hub against the seal journal. Insert the outer bearing, D-Shaped spindle washer, tang washer, and spindle nut.

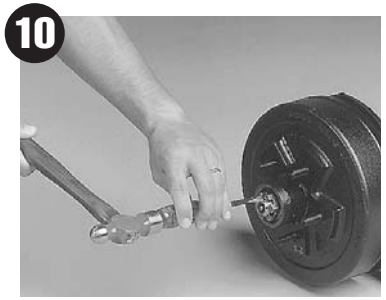
9



ADJUST BEARING

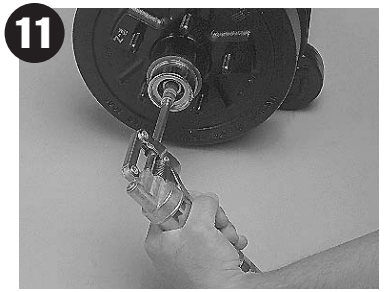
Using a 12” wrench on the spindle nut apply 50ft-lb of torque at the same time the hub is rotated counterclockwise. Leave the hub stationary while backing off the spindle nut to relieve the preload torque. Then hand tighten

10



the spindle nut to the first slot that lines up with a tang on the washer. Flatten the tang into the slot as far as it will go. Use caution that the tang is not fractured in this step. The correct adjustment for all bearings is .001 to .012 end play.

11



FILL WITH GREASE

Apply nozzle of grease gun to the grease zerk at the end of the spindle. Pump grease into the assembly until it comes out around the spindle washer.

12

INSTALL DUST CAP

Install dust cap with rubber plug. Care must be taken so that cap goes on evenly and is not crimped on inner lip. Cap is fully seated when rib on the cap is up against the hub all the way around. This prevents grease from being thrown out of hub onto the rim.

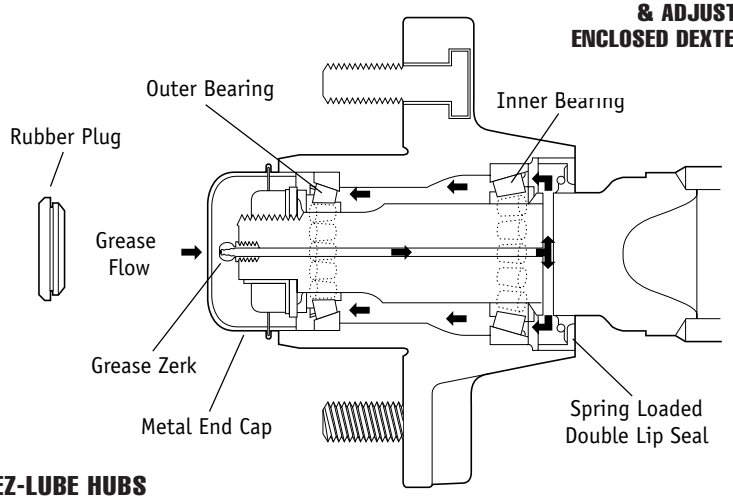
TRAILER BRAKES–BRAKE ADJUSTMENT*

Brakes must be adjusted after the first 200 miles of operation when the brake shoes and drums have seated. After the initial adjustment the brakes should be readjusted at 3000 mile intervals or as use and performance requires. The brakes should be adjusted in the following manner:

1.) Jack up trailer and secure on adequate capacity jack stands. Lifting and supporting must be on the main I-beams or the perimeter tube frame that the axle is attached to. Check that the wheel and drum rotates freely.
2.) Remove the adjusting hole cover from the adjusting slot on the bottom of the brake backing plate.
3.) With a screwdriver or standard adjusting tool, rotate the starwheel of the adjuster assembly to expand the brake shoes. Adjust the brake shoes out until the pressure of the linings against the drum makes the wheel very difficult to turn.
4.) Now rotate the starwheel in the opposite direction until the wheel turns freely with a slight lining drag. Usually 8 clicks.
5.) Replace the adjusting hole cover and lower the wheel to the ground.
6.) Repeat the above procedure on all brakes.

See your hitch specialist for your brake controller. They will provide a brake controller manual which gives information on proper controller adjustments. Load and road conditions will require different sensitivity settings of the controller. Heavy loads will need maximum sensitivity as opposed to an empty trailer which will require a very light braking action.

***FOR ADDITIONAL SERVICE & ADJUSTMENT SEE ENCLOSED DEXTER SERVICE MANUAL.**



EZ-LUBE HUBS

See EZ-Lube Hub instructions in Dexter service manual. Lube hubs every 12 months or 12,000 miles. Check the Dexter Service Manual for recommended wheel bearing lubrication specifications.

MATCH AIR PRESSURE & TIRE CAPACITY TO WEIGHT ON AXLES

TIRE LOAD LIMITS (LBS) AT VARIOUS INFLATION PRESSURES (PSI) COLD

TIRE SIZE	PSI	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125
(Letters in parenthesis denote load range for which **BOLD FACE** loads are maximum)																							
5.30-12 bias										**840(B)**								**1045(C)**					
B78-13 bias (ST175/80D13)		795	905	1000	1100	1190	1270	**1360(C)**															
F78-14bias (ST205/75D14)		1030	1170	1300	1430	1530	1640	**1760(C)**															
F78-15 bias (ST205/75D15)		1070	1120	1360	1480	1610	1720	**1820(C)**															
ST205/75R14		1030	1170	1300	1430	1530	1640	**1760(C)**															
ST205/75R15		1070	1120	1360	1480	1610	1720	**1820(C)**															
ST225/75R15		1260	1430	1600	1760	1880	2020	2150	2270	2380	**2540(D)**												
Note: capacity limited to 2150 lbs. @ 50 PSI when mounted on 5 bolt wheel																							
ST235/80R16					2090(B)	2270	2430	2600	2730	3000(D)													
LT235/85R16					1700	1870	2030	2205	2335	2485	2623(D)	2765	2905	**3042(E)**	3170	3300	3415	3550	3675	**3750(G)**			
Note: Load range G tire requires compatible wheel, cannot be used with standard 16" wheels																							
215/75R17.5																3695	3860	4020	4180	4340	4495	4650	**4805(H)**
Note: Load capacity limited to 4500 lbs. @ 125 PSI with Dexter 17-241 single wheel																							

⚠ CAUTION

USE ONLY APPROVED TIRE AND WHEEL COMBINATIONS. FAILURE TO DO SO OR FAILURE TO COMPLY WITH LOAD AND INFLATION LIMITS MAY RESULT IN SERIOUS INJURY OR DEATH.

The information shown above is valid only for trailer (ST) or light truck (LT) design tires. Passenger car tires (P designation) used in trailer service must be de-rated 10% from the maximum load capacity branded on the tire sidewall (branded load capacity divided by 1.10 equals the load capacity for trailer service.)

Actual unit or axle load ratings will be determined by the lowest rated component (Tire, Wheel, or Axle)

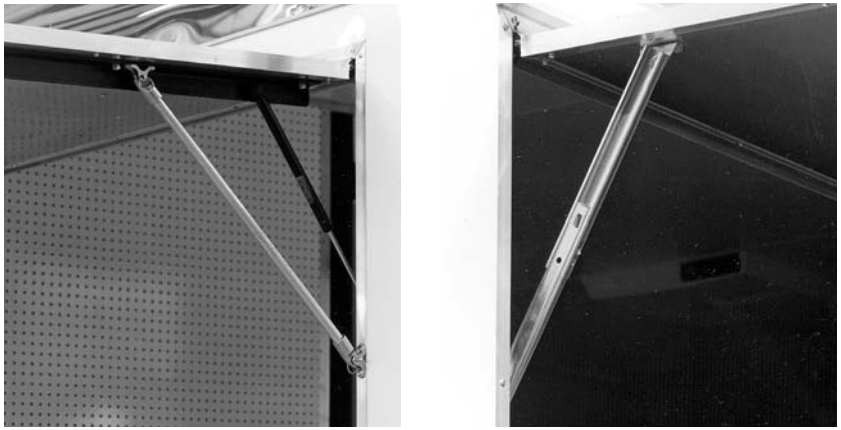
VENDOR DOORS

If your trailer was ordered with a vendor door(s), it may have the ratchet style door prop to open the door. The operation of this type of prop is to swing the door open until the ratchet system engages and holds the door open. There will be a safety pin provided for each door prop that must be installed. This ensures the door will not come down. To release the prop system, first remove the safety pin, then lift the door slightly to release the ratchet assembly system. If the door is pulled downward without first lifting, the ratchet system will be damaged.

⚠ CAUTION

SAFETY PINS ARE PROVIDED FOR USE ON THE VENDOR DOOR PROPS. WHEN IN THE OPEN POSITION, SAFETY PIN SHOULD BE INSERTED THROUGH THE INNER AND OUTER SLIDES TO PREVENT INADVERTENT UNLATCHING OF THE PROP.

Pace American also offers the option of gas shocks to assist in the opening of the vendor door, especially helpful with heavier, large doors. After unlatching the door, install one end of each of the pipe-style props provided into the "camel back" bracket mounted on the lower side of the vendor door. One prop goes on each end of the door. After installing both props onto the vendor door, lift the door and allow the gas shocks to push up to the full open position. Next, install the bottom end of the pipe props into the "camel back" brackets mounted on each side of the opening. Use of these pipe props ensures the doors will not close due to high wind when people may be standing underneath the vendor door. To close doors, unfasten the lower end of the pipe props and pull the door down by using the pipe props.



The vendor door on the left is held open by a ratchet style prop that requires a safety pin. The swing-out arm is shown on the right.

TONGUE JACKS FOR BUMPER- PULL MODELS

Pace American uses two types of manual tongue jacks. Lubrication and proper maintenance of jacks will enhance jack life and make operation smoother. The two types that Pace American uses are: 1) the side-wind model and 2) the top-wind model. The internal gearing and bearings of the jack must be kept lubricated. Using a needle nose applicator, pump a small amount of automotive grease through the lubrication opening. The lubrication opening can be found on the side of the jack tube, directly below the handle. Rotate the jack handle to distribute the grease evenly. Lightly grease the inner tube of the jack using the same type of grease. A lightweight oil must also be applied to the handle unit at both ends of the outer tube. The top-wind jack has an access hole on the front side that will allow oil to be sprayed into the threaded rod. By using a product similar to ANTI-SEIZE TECHNOLOGY's product no. 17061, you will be able to free up rusty and corroded parts, and it leaves a protective anti-rust film. Some spray-on lubricants will only provide short term lubrication and will need to be reapplied more frequently than once a year.

FIFTH WHEEL AND GOOSENECK LANDING GEAR

These kinds of trailers are equipped with a two-speed, twin landing gear. Low speed eases the raising of the unit. High speed will rapidly retract the legs into the travel position. The shaft that the crank handle attaches to is what accomplishes this gear change. Pushed IN sets the high speed operation while pulling OUT is low speed. If you have questions, please contact us at the Customer Service Hotline toll-free number: **1-800-247-5767**.

TRAILER TOWING SAFETY TIPS

INSTABILITY

Swaying (or whipping) of a tow vehicle/trailer combination at low speeds may get worse as speed increases. If this happens, take your foot off the gas pedal. Steer straight ahead while manually applying the trailer brakes. Then brake gently after the combination has begun to stabilize itself. Stabilizer or weight equalizing bars will help reduce trailer sway and may also be required by law in some states.

⚠ CAUTION

NEVER INCREASE SPEED WHEN TRAILER IS SWAYING OR WHIPPING

Check cargo first to be sure that the trailer is loaded heavier in the front. If not, reposition the load so you get 10% of the total trailer weight on the tongue. Next, make certain the rear of the tow vehicle is not overloaded. Then check for wheel wobble on both vehicles caused by bearing failure, loose lug nuts or loose spindle nuts. Now check the tow vehicle's suspension alignment. Finally, make sure that you are not exceeding the recommended maximum speed limit for safety and IT'S THE LAW.

If the above instructions have been followed, instability should now be corrected. If not, something may be wrong with your tow vehicle.

TIPS FOR THE BEGINNER (ALSO SEE HITCHING UP ON P. 21)

Place your hand at the bottom of the steering wheel. While watching in your outside mirrors, if you want the rear of the trailer to go to the right, move your hand to the right. If you want the rear of the trailer to go to the left, move your hand to the left. If the trailer starts to jackknife—STOP—pull ahead to straighten out then start procedure over again. When making turns, be aware the trailer will turn quicker than a tow vehicle. Allow extra turning space so that the trailer wheels don't jump over a curb, hit a soft shoulder, road sign or tree. Your axle and/or tire and rim can be severely damaged as a result or from hitting the curb at a bad angle and too hard.

⚠ CAUTION

TRAILER TURNS QUICKER THAN TOW VEHICLE. ALLOW EXTRA TURNING SPACE FOR TRAILER.

CHECK YOUR POLICY

Most automobile and some homeowners insurance policies will provide some coverage for cargo trailers. They should also provide for you a "grace period" of a set number of days from the date of purchase. Call your agent.

HITCH AND BRAKE SAFETY

For safe towing it is the trailer owner's responsibility to CORRECTLY MATCH the combination of tow vehicle and trailer.

1. MATCH the maximum trailer weight allowed for the tow vehicle to the GVWR of the trailer.
2. MATCH the hitch weight carrying capacity of the tow vehicle with the loaded tongue weight of the trailer. This is generally 10% of GVWR on tag models and 20% of GVWR on 5th wheels and Goosenecks. Tag models may require a weight distributing hitch with sway controls. Contact your hitch specialist to properly set up your tow vehicle/trailer combination.
3. MATCH the size of the brake controller to the number of braking wheels on your trailer. These are sold usually as 2 to 4 wheel brake or 2 to 6 wheel brake units. For proper controller adjustment, see your brake controller manual.
4. MATCH the wiring of the tow vehicle to the wiring code on the trailer. Ensure your tow vehicle does have a ground wire running from the receptacle to the frame.
5. MATCH the ball size to the coupler size.
6. MATCH your Fifth Wheel or Gooseneck trailer to a correct and compatible hitch provided by your hitch specialist. Then consult your hitch specialist for proper maintenance of the hitch assembly.
7. Match your rear vehicle suspension to the loaded hitch weight of the rear axle of the tow vehicle.

All marginal situations should be corrected for safe trailering. Remember, you are the one that will be trying to control a large combination of weight and size at high speeds. It is your responsibility to set up tow vehicle/trailer properly. Contact or confirm your set up with a local hitch company professional.

GROSS TRAILER WEIGHT (GTW) & TONGUE WEIGHT (TW)

Class I	Class II	Class III
2,000 lbs. (GTW) 200 lbs. (TW) Compact Cars	3,500 lbs. (GTW) 300 lbs. (TW) Mid Size Cars & Small Pick Ups	3,500–5,000 lbs. (GTW) 300–500 lbs. (TW) Minivans
Class III	**Class IV**	**Class V**
4,000 lbs. (GTW) 350 lbs. (TW) Mid Size Cars Small Pick Ups Minivans	5,000–10,000 lbs. (GTW) 500–1,000 lbs. (TW) Pick Ups SUV's	14,000 lbs. (GTW) 1,700 lbs. (TW) 20,000 lbs. (GTW) 2,000 lbs. (TW)

Also see Hitch Selection chart on page 8

HITCHING UP YOUR TRAILER*

Hitching up a trailer to your tow vehicle is usually a one-person job, but it is easier if someone helps you. Here are a few of the basic steps:

1. Back your tow vehicle as close as possible to the trailer. It is easier and safer to do this than it is to pick up and pull the trailer to your car or truck.

2. Release the coupler locking device.

3. Raise the front end of the trailer. Place coupler directly over the hitch ball then lower it until it is seated on the hitch ball, covering it completely.

4. Check under the coupling to ensure the ball clamp is below the ball and not riding on top of it.

5. Latch the coupler to the hitch ball. Make sure it is locked in place by lifting up the trailer tongue. If the coupler comes loose form the ball, unlatch it and go back to Step 3.

6. Make sure your jack is fully raised.

7. If you have a weight distributing hitch with spring bars, follow the above procedures. Then attach the spring bar chain to the trailer and tighten it until your trailer and car are in a normal, level position.

8. If your trailer has a surge brake breakaway cable or chain, attach the cable or chain to your tow vehicle, allowing enough slack for you to make tight turns.

9. Attach the safety chains as described on page 22.

10. Connect the trailer wiring harness to the lighting system of your tow vehicle and check its operation (also see page 9 in this manual for details).

* Hitching Up courtesy of REESE PRODUCTS, INC.

TRAILERING TACTICS*

With a trailer in tow, you're operating a vehicle combination that is longer, heavier and sometimes wider and taller, than you're used to. So you'll have to make some compensating adjustments in your normal driving practices. The following is advice in trailering tactics:

Take a "Shakedown Cruise". At least one short trial run before your first trip will help familiarize you with your trailer's operating characteristics. It will also allow you to check the trailer's lights, brakes, hitch, etc., and let you know they are all working properly.

Slow down. Moderate to slower driving speeds put less strain on your tow vehicle and trailer and make for safer traveling.

Allow extra time and space between your rig and traffic. You will need both when passing and stopping, especially if your trailer is not equipped with brakes.

Check rear view mirrors. Doing this frequently will let you know that your trailer is riding properly. We recommend outside rear view mirrors on both sides of your tow vehicle.

Swing wider. You need to make wider swings (turns) at curves and corners because your trailer's wheels are generally closer to the inside of a turn than the wheels on your tow vehicle.

Pass with extra care and caution. It takes more time and distance to get around a slower vehicle and return to the correct lane when you've got a trailer in tow.

Watch the wind direction and speed. To avoid swaying, be prepared for sudden changes in air pressure and wind buffeting when larger vehicles pass from either direction. Slow down a bit and keep a firm hold on your steering wheel. Aim straight down your lane.

Conserve fuel. You'll go farther on a tank of gas at moderate speeds. Higher speeds increase wind resistance against the trailer and reduce fuel mileage.

TRAILERING TACTICS* (continued)

Avoid sudden stops and starts. This can cause skidding, sliding, or jack-knifing, even if your trailer has brakes. Avoid quick stops while turning. Smooth, gradual starts and stops will improve your gas mileage.

Signal your intentions. Let surrounding vehicles know what you intend to do well in advance before you stop, turn, change lanes, or pass.

Shift to a lower gear. A lower gear will help ease the load on the transmission and engine when going over steep hills, sand, gravel, or dirt roads. If your tow vehicle has an "overdrive" gear, shifting out of overdrive to a lower gear may improve your gas mileage.

Always be courteous. Make it as easy as possible for faster moving vehicles to pass you. Keep to the right of the road and prepare to slow down if passing vehicles need extra time to return to their proper lane.

Don't tailgate. Allow at least one car and trailer length between you and the vehicle ahead for each 10 mph on your speedometer. Three seconds should be the minimum distance.

If a problem occurs don't panic. Stay calm and cool. Say you experience a sudden bumping or fishtailing. It may indicate a flat tire. Don't jam on the brakes or mash the accelerator in an attempt to drive out of it. Instead, come to a stop slowly as you keep driving in as straight a line as possible. If conditions permit, coast to a very slow speed and try to avoid braking, except when your wheels are straight ahead and your trailer and tow vehicle are in line with each other.

If your trailer begins to fishtail as you accelerate to highway speed, back off the accelerator a bit. This should stop the fishtailing. If it begins again as you increase speed, stop and check you load. It probably isn't distributed evenly from side to side, or it is too far back to put a sufficient load on the hitch ball. It is recommended that 10% of the trailer load be on the hitch. (See page 19 for more details). Redistribute the load as necessity dictates before continuing on the highway.

* Trailering Tactics courtesy of REESE PRODUCTS, INC. REESE®

SAFETY CHECKLIST

- ❑ Maintenance Checklist (Up to Date)
- ❑ Hitch Ball Tight
- ❑ Hitch Ball Lubricated
- ❑ Hitch Secured in Receiver
- ❑ Safety Chains Crossed and Attached*
- ❑ Coupler Latched onto Ball
- ❑ Load Distributed Correctly and Securely
- ❑ Trailer Level when Hooked Up
- ❑ Trailer Lights Working Correctly
- ❑ Lug Nuts Checked and Tightened
- ❑ Inspect Tires for Cuts
- ❑ Tire Pressure Checks
- ❑ Breakaway Battery Charged
- ❑ Breakaway Cable Hooked Up
- ❑ Pin or Bolt through Coupler Latch
- ❑ Block Tires when Loading and Unloading

* If safety chains are too long, twist to shorten.

THE MAIN CAUSES OF TRAILERING ACCIDENTS

1. Driver error.
2. Failure to MATCH speed with weather and road conditions.
3. Trailer sway due to improper loading—more or less than 10% cargo hitch weight.
4. Failure to perform routine maintenance.

Remember, never carry passengers in trailer while moving. Check hub temperature at each stop. Adjust sensitivity of brake controller to match load. 102" axles are legal on all Federally-funded highways (and some state highways).

GENUINE PACE AMERICAN REPLACEMENT PARTS AND ACCESSORIES

Replacement parts are available through Pace. Call your authorized dealer or the nearest Pace American manufacturing plant. Be prepared to give the following information including everything listed on the Trailer Information Form located opposite this page:

VIN and Model Number: /

Description of Part, Size, Color, Location on trailer, etc.:

Most small parts are shipped via ground UPS. All larger parts orders will be crated and shipped by truck freight lines.

CUSTOMER SERVICE HOTLINE
1-800-247-5767

FACTORY SERVICE

Call the Customer Service Hotline for your nearest Pace American factory location to schedule quality factory service, retrofitting, reskining, accident repairs or any other service your dealer can't do. And let Pace handle the jobs your dealer may not want to do. Whatever it takes, Pace is dedicated to your complete satisfaction.

TRAILER INFORMATION FORM

Fill in the information form below for future use. This critical information should be used for quick reference when ordering genuine Pace American replacement parts, factory service or refer to it if you should have a warranty claim. Keep it handy so Pace American can serve you promptly and efficiently.

Owner:

Address:

City: State: Zip:

Date Purchased:

Dealership:

Dealership phone number:

Address:

City: State: Zip:

Model No: Tire Size:

Serial (VIN) No: Hitch Size:

Color Name: (from copy of order)

MAINTENANCE SCHEDULE

ITEM	FUNCTION REQUIRED	EVERY TRIP	3000 MI 3 MONTHS	6000 MI 6 MONTHS	12000 MI 12 MONTHS	PG #
COUPLER	CHECK FOR FATIGUE & LATCHING OPERATION	●				6
SAFETY CHAINS	CHECK FOR DRAGGING & POSSIBLE STRENGTH LOSS	●				23
BREAKAWAY SYSTEM	CHECK BATTERY CHARGE & SWITCH OPERATION CABLE FOR DAMAGE	●				3
LUGNUTS	CHECK FOR CORRECT TORQUE	●				4-5
PIGTAIL	CHECK FOR DRAGGING & STRESS	●				7
LIGHTS	CHECK THAT ALL ARE OPERATING	●				10
AXLE & SPRING BOLTS	CHECK FOR CORRECT TORQUE & ELONGATION OF THE SHACKLE LINK HOLES			●		
TIRES	CHECK PRESSURE & UNUSUAL WEAR	●				4
BEARINGS	REPACK				●	11-14
HINGES	LUBRICATE		●			6
STABILIZER JACK-SCREW	LUBRICATE THREADED ROD			●		22
HYDRAULIC FLUID	CHECK FLUID LEVEL			●		
ROOF SEALANT	INSPECT FOR CRACKS OR DRYING OUT				●	3
WHEELS	INSPECT FOR CRACKS INDENTATIONS	●				4-6
JACKS	LUBRICATE				●	22
BRAKES	CHECK FOR OPERATION	●				15
BRAKE ADJUSTMENT	ADJUST FOR OPTIMUM PERFORMANCE		●			15
INSPECT FRAME WELDS	CHECK FOR CRACKING			●		

MAINTENANCE RECORD

DATE	MILES	SERVICE PERFORMED

THREE YEAR LIMITED WARRANTY

The Pace American, Inc. subsidiary whose name appears on your "Certificate of Origin" (PACE AMERICAN) warrants to the original owner that your PACE AMERICAN trailer will be free from defects in materials and workmanship for the period of three (3) years except as herein limited, from the date of the first retail purchase provided all stated conditions and exclusions are met and satisfied. The obligation of this warranty shall be limited to repairing or replacing any part or parts which, in the opinion of the factory are defective in materials or workmanship under normal use and service during the three(3) year period commencing with the date of the first retail purchase. Electrical components, lights, mechanical jacks, fiberglass, doors, sealants, seals, locks, couplers, and paint are warranted for a one (1) year period from the date of the first retail purchase, subject to the limitations contained in this limited warranty.

WARRANTY VALIDATION

A warranty registration certificate is included with the dealer paperwork. The dealer must fill out and mail this certificate to the factory within ten (10) days after making delivery of the trailer. This purchaser record is required by federal law. Failure to fill out and return this warranty registration certificate within the above period will automatically void the warranty.

HOW TO OBTAIN WARRANTY SERVICE

1. All warranty requests must be presented to PACE AMERICAN and proper arrangements must be made and approved by the factory prior to any work being done.
2. All warranty repairs must be made at the PACE AMERICAN factory, unless prior written approval is obtained from the factory before said repairs begin. In certain cases, the PACE AMERICAN factory may, at its option, elect to have warranty work performed in the field by a qualified repair shop.
3. PACE AMERICAN will not be obligated in any way to pay for repairs made without specific written approval in advance, repairs made in any manner other than that approved by PACE AMERICAN, labor charges in excess of those deemed reasonable by PACE AMERICAN or any parts, bills in excess of the cost if PACE AMERICAN had supplied those parts. Labor and parts charges for any covered warranty work are limited to the amount charged by PACE AMERICAN for such labor and/or parts.
4. Except as described in this limited warranty, PACE AMERICAN will not pay any other charge or expenses including, without implied limitation, any charges for overtime labor, service calls, towing charges or transportation costs. Such charges or expenses are the responsibility of the customer and will not be paid for by PACE AMERICAN.

WHAT IS NOT COVERED BY THIS LIMITED WARRANTY

1. Items covered by another warranty:
   Any claims on items that are covered by their manufacturer's warranty must be presented to those manufacturers for adjustment. The following items would be subject to the manufacturer's warranty, including, but not limited to:
   a. Axles and axle components including, without implied limitation, tow in/tow out and camber on axles.
   b. Tires: present a claim for tire adjustments to a tire dealer who handles the brand in question and is authorized to make the adjustments.
   c. Rims.
   d. Air Conditioners.
   e. Generators.
   f. Awnings.
   g. Winches.
   h. Electric Jacks.
   i. Hydraulic Jacks.
   j. Food Service Equipment.
   k. Beverage Equipment.
   l. Water Heaters.
   m. Refrigerators.
   n. Landing Gear.
   o. Stove/Cook Tip
   p. Microwave
   q. Furniture
   r. Water Pump
   s. TV, VCR, Stereo Equipment
   t. furnaces

Subject to the other terms of this limited warranty, PACE AMERICAN warrants the proper installation of the above listed items.

2. Tow vehicle wiring.
3. Damage or wear caused by unreasonable use or failure to provide reasonable and necessary repairs or maintenance.
4. PACE AMERICAN will not be responsible for work performed or options installed by others. Customer will be charged for any labor, material, or parts resulting from work performed or options installed by others, including without implied limitation:
   a. Graphics.
   b. Special Awnings.
   c. Hydraulic Lift Systems.
5. Damage or defects resulting from or repairs required because of misuse including, but not limited to, overloading (as determined by the gross vehicle weight rating and not payload capacity as shown on the vehicle identification label), improper loading, negligence, alteration, accident, or lack of reasonable and proper maintenance.
6. Replacement of maintenance items that are worn out from normal use, including but not limited to bearings, magnets and brake shoes.
7. Deterioration of paint and appearance due to use and exposure.
8. Damages caused by loose or improperly torqued lug nuts.
9. Damages caused by the use of an incorrect or altered hitch ball or improper latching.
10. Damages caused by loose nuts, bolts or screws. Maintaining necessary tightness of these items is the owner's responsibility.
11. Loss of time, inconvenience, loss of use of trailer, rental of substitute equipment, loss of revenues, or other commercial loss.
12. Trailers covered by this warranty are designed to be towed by a vehicle with up to one (1) ton capacity.
13. At no time should a towing vehicle be used with a trailer that exceeds the tow vehicle manufacturer's specific limitations.
14. Tow vehicle wear.

ANY EXPRESSED OR IMPLIED WARRANTY NOT PROVIDED HEREIN, INCLUDING WITHOUT IMPLIED LIMITATION, ANY WARRANTIES OF MERCHANT-ABILITY OR FITNESS FOR A PARTICULAR PURPOSE, AND ANY REMEDY FOR BREACH OF CONTRACT, WHICH BUT FOR THIS PROVISION MIGHT ARISE BY IMPLICATION OF OPERATION OF LAW, ARE HEREBY EXCLUDED AND DISCLAIMED. IF THEY CANNOT BE DISCLAIMED, ANY IMPLIED WARRANTIES OF MERCHANTABILITY AND OF FITNESS FOR ANY PARTICULAR PURPOSE ARE EXPRESSLY LIMITED TO A TERM OF ONE YEAR. SOME STATES DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS, SO THE ABOVE LIMITATION MAY NOT APPLY TO YOU. UNDER NO CIRCUMSTANCES SHALL PACE AMERICAN BE LIABLE TO PURCHASER OR ANY OTHER PERSON FOR ANY SPECIAL, INCIDENTAL OR CONSEQUENTIAL DAMAGES, WHETHER ARISING OUT OF BREACH OF WARRANTY, BREACH OF CONTRACT, TORT OR OTHERWISE. SOME STATES DO NOT ALLOW THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATION MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS AND YOU MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE.

NOT WITHSTANDING ANYTHING TO THE CONTRARY HEREIN, THIS LIMITED WARRANTY IS LIMITED TO REPAIR OR REPLACEMENT AND IF SUCH WARRANTY FAILS BECAUSE ATTEMPTS AT REPAIR ARE NOT COMPLETED WITHIN A REASONABLE TIME, OR IT FAILS FOR ANY OTHER REASON, ANY DAMAGES ARE LIMITED TO THE LESSER OF EITHER THE COST OF NEEDED REPAIRS OR REDUCTION IN THE MARKET VALUE OF THE TRAILER CAUSED BY THE LACK OF REPAIRS, IN ANY CASE.

The factory neither assumes nor authorizes any other person to give any other warranty or to assume on its behalf any other obligation or liability. This warranty is non-transferable from original owner.

MODEL NO.: DATE PURCHASED:
VIN NO.:
DEALER:
ADDRESS:

Reporting Safety Defects

Pace American, Inc. 11550 Harter Drive, Middlebury, IN 46540

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Pace American, Inc.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Pace American, Inc.

To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, DC area) or write to:

NHTSA
U.S. Department of Transportation
400 7th Street SW, (NSA-11)
Washington, DC 20590

You can also obtain other information about motor vehicle safety from the Hotline.